

BRITISH INQUIRY
LETS OFF ISMAY

Titanic Disaster Due to High Speed—Captain, However, Only Followed Precedent.

SUMMARY OF REPORT.

J. Bruce Ismay exonerated; his consideration for passengers commended.

Conduct of Sir Cosmo Duff Gordon and wife not discussed.

Chief cause of disaster was high speed; Captain Smith was merely following practice of all navigators.

Master had been warned, technically at least, of ice danger.

More could have been saved had crew been better organized.

Board of trade regulations out of place.

Titanic floated with four compartments open to sea.

Californian within five or 10 miles of wreck; passes no judgment on Captain Lord.

Lifeboats for all should be provided on future liners; impracticable on the existing vessels.

Seamen should be drilled in handling boats.

Changes should be made in bulkhead of construction.

More lookouts should be maintained.

Wireless should be used universally and operators should be on duty at all times.

London, July 7.—Lord Mersey, the commissioner presiding at the court of inquiry into the loss of the Titanic, has submitted to the five assessors sitting in judgment with him a draft of his report and the recommendations based thereon. The report will be formally made about 10 days hence without any dissenting or supplementary opinions that the assessors may have to express.

J. Bruce Ismay, managing director of the White Star line, is completely exonerated by Lord Mersey on the popular charge that he influenced the navigation of the ship or the speed that she attained.

He is, instead, commended for the consideration he showed toward the Titanic's passengers at the time of the collision.

Sir Cosmo Duff Gordon and his wife, Lucile, the dressmaker, who paid the men a charge of their lifeboat to get as quickly as possible away from the wreck, are not discussed in the report. Lord Mersey believing it no part of his duty to pass upon such incidents.

On the other hand, symptoms, the seaman who testified at some length regarding the Duff Gordons, and who told both here and in Washington of ignoring the appeals for help from passengers struggling in the sea, is censured for not returning to the succor of those drowning.

SMITH FOLLOWED PRECEDENT.

Lord Mersey's declaration regarding the chief causes of the disaster is that the speed at which the Titanic was going was principally responsible. As a corollary to this he finds that the liner might have made her scheduled at a rate of two knots an hour less than she was making.

Captain Smith is, however, declared to have been following only the established precedence of navigators in maintaining the speed he did through the ice fields.

There is an expectation that exceptions may be taken to the references to Ismay and Captain Smith by the assessors.

Only two of those, Rear Admiral Cough, and Prof. John Harvard Bliss, the naval architect, might successfully defend a dissenting report, and their attitude is problematical.

Lord Mersey's conclusions are regarded here as "severely unemotional, showing how a properly constituted judicial mind can detach itself from the human side of a calamity that harrowed the world."

They are also regarded as "how easily the public may draw unjustified conclusions from clear, unemotional evidence."

The case of Ismay is cited as "an illustration how, when placed in its proper perspective, the vulgar are liable to err."

CAPTAIN WARNED OF DANGER.

In exonerating Ismay from having anything to do with the navigation of the ship, or her rate of speed, Lord Mersey holds that these were responsibilities of which the captain could not divest himself.

The report is a very lengthy document, beginning with a strong expression of sympathy for those bereaved by the disaster and going on to an elaborate detailed discussion of many technical points. Its gist is as follows:

The principal cause of the accident was the speed at which the Titanic was going under the extraordinary conditions prevailing April 14. She had received sufficient warning of ice in her track to acquaint Captain Smith adequately of the dangers ahead and he had had the knowledge from early Sunday afternoon.

Lord Mersey finds that the Titanic received the navigators of the Titanic knowledge of all the ice messages sent and received by Wireless Operator Phillips.

In this he differs pointedly from the United States committee of inquiry, holding that the message forwarded to the Hamburg-American liner America, to the hydrographic bureau at Washington was not communicated to the Titanic's navigators, but was merely retransmitted by the wireless operator, who failed to convey to the bridge all messages he received.

SPEED HIGHER THAN NECESSARY.

This contention should be read in the light of the evidence given by William Marconi and the general manager of the Marconi Wireless Telegraph company, that the captain had access to the files of all messages sent and received, and that the wireless operator was signed on as a member of the crew.

This made the captain technically responsible for and aware of all service messages, even when not actually having knowledge of them.

Lord Mersey finds that the Titanic received ice messages from the Baltic and the Carolina during the day, and from the Californian in the evening. He estimates that the Titanic was being driven that night with speed of from 23 1/2 to 25 knots and that extra boilers had been fired 11 hours before the collision, with a view of increasing her speed either Sunday or some time before her arrival at New York.

This, the wreck commission maintains, was unnecessary since the Titanic might have been on her voyage within her

WIRELESS TO RUN
TRAINS POSSIBLE

Prentice System Has Been Tried and Found Feasible on Canadian Pacific.

New York, July 9.—It was stated yesterday at the offices of the Prentice Wireless Systems company that the Lackawanna railroad officials are to have a demonstration of the Prentice system of wireless train control with a view to installing the system on their road.

A demonstration was given to an American representative at the company's laboratory that showed how successfully trains could be operated with the system. It has been given exhaustive trials by the Canadian government and the Canadian Pacific railroad over a period of two years and has made so good that the Canadian government is about to make it a compulsory on all roads in Canada.

The railroad tracks are divided into blocks varying in length from 1,500 feet to 25,000 feet to meet traffic conditions, and it is impossible for one train to get on to a block the same time as another.

The wireless waves generated in the local station at the end of each block cause a valve to open the air pipes on the train and bring it to a standstill irrespective of the engineer, while at the same time a green lamp in the engineer's cab turns to red so long as the train occupies the block ahead.

The equipment is extremely simple, three small boxes on the running board of the engine carrying the apparatus.

No wireless condition can affect the system, nor is the engineer's constant attention necessary as the train is brought to a standstill by the electrically controlled valves whenever danger exists.

Whenever the engineer receives the danger signal he can, by pressing a small button in his cab, release the valves, and so continue to the end of the block, but he cannot go at a greater speed than eight miles an hour so long as the block ahead of him is occupied.

Frank Wyatt Prentice, the inventor of the system, has been at work upon it during 15 years.

scheduled time not only without having increased her speed, but actually at a speed reduced by two knots an hour.

The commissioner strongly condemns that practice of going ahead at full speed when there is ice in the track.

This practice, he finds, however, has been followed by the assessors, and he condemns them as being careless and negligent, and as Captain Smith was following an established practice, Lord Mersey finds himself relieved from the obligation of visiting him with censure.

NEED OF MORE LIFEBOATS.

Captain Smith and his officers are found to have made a reasonable attempt, after the collision, to warn the passengers of their danger and to advise the women and children to get into the lifeboats without delay.

A greater number of the passengers, however, could have been saved if the crew had been better organized and trained in launching and handling lifeboats. Lord Mersey condemns the board of trade for its out-of-date lifeboat regulations, and recommends that lifeboats for all be provided in all future built passenger and emigrant ships.

He considers it impracticable to require them on existing ships. He recommends that lifeboats be used in substitution for lifeboats to whatever extent may be found possible.

Then comes an urgent recommendation that the board of trade make rules for drilling seamen in launching and handling lifeboats, the absence of any such drill in the case of the Titanic being deplored. The suggestion that passengers be instructed as to the lifeboat stations in case of accident is dismissed.

The question of lifeboats. In Lord Mersey's opinion, may be largely affected by the recommendations regarding bulkheads that may be made by the board of trade, now sitting. He finds that the Titanic left port as a seaworthy ship, her divided watertight compartments having been devised in accordance with the best design, skill, neither her owners nor her designers being open to reproach respecting the construction and arrangement of her bulkheads.

NO REFERENCE TO U. S. INQUIRY.

The Titanic was guaranteed to float with any two compartments open to the sea. As a matter of fact, Lord Mersey finds she floated with four compartments open. He believes, however, that the disaster of the Titanic discloses to naval architects a serious weakness in the principles on which they have heretofore proceeded in the arrangement of bulkheads, and suggests that they give attention to the question of longitudinal wells and transverse bulkheads.

Beyond taking cognizance of the American regulation insisting on the provision of lifeboats for all, Lord Mersey makes no direct reference to the Senate inquiry or the report based on it.

The commissioner believes that lookouts should be posted on the steamhead over the anchor "eyes" at the bow as well as in the crew's nest. He does not think it essential that lookouts should carry binoculars and considers searchlights undesirable as limiting the field of vision by blinding lookouts to everything outside the patch of light.

CASE OF CAPTAIN LORD.

No judgment is passed on Captain Lord of the Californian as his case may be submitted to another court. The commissioner finds that the Californian was within five or 10 miles of the Titanic when she struck the iceberg and that Captain Lord knew the Titanic was sending distress signals.

The report recommends the universal adoption of wireless telegraphy apparatus, with operators continuously on duty. Numerous minor recommendations are included, respecting eye tests and similar agencies like that might be involved in emergencies in case of accident.

Lord Mersey leaves the taking of testimony in the inquiry May 2 Sir Rufus Isaacs, the attorney-general, conducted the examination of witnesses. Twenty-six questions were taken up by the court, the questions having been drawn by the board of trade.

It was advised that steamers slow down to half speed at night even in clear weather.

MORE TO THE PURPOSE.

Crawford—I see there is a discussion as to the best place for a woman to keep her money without losing it.

Crawshaw—What women need to be taught is how to keep their money without spending it.

—Judge.

SELECTING AN EXECUTOR

It is important—because the Executor is the one who has entire charge of the affairs of the estate—and the welfare of wife and other heirs often depends on his skill, business judgment and honesty. This company acts as Executor, Administrator, Guardian and Trustee. May we confer with you the subject?

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PANDEMONIUM BREAKS OUT
AT SENTENCE OF CAMORRISTS

One Prisoner Cuts His Throat—Quick Verdict Somewhat of a Surprise after Two Years' Trial at Viterbo.

Viterbo, July 8.—The Camorristi, who have been on trial for nearly two years on the charge of having murdered Giovanni Cuccolo and his wife in June, 1906, were today adjudged guilty in varying degrees. The verdict declares Corrado Sortino guilty of both murders, Nicola Morra, Antonio Cerrato and Marlene Di Genaro guilty of the murder of Cuccolo, and Giuseppe Sant'guil of the murder of Cuccolo's wife, Enrico Alfano, the alleged leader of the Camorristi, Giovanni Rapi, Di Marinas and the others are convicted of being instigators of the crime and members of a criminal organization.

The president of the court immediately sentenced the condemned men, Sortino, Morra, Sant'guil, Morra, Di Genaro, Alfano Rapi and Di Marinas were sentenced to 20 years' imprisonment and to 10 years' police surveillance; Di Mattia to 10 years and six months' imprisonment and to 10 years' surveillance; Acerrito to 10 years' imprisonment and three years' surveillance; Viterbo, the priest, seven years' imprisonment and two years' surveillance; the others to five years' imprisonment and three years' surveillance.

CUT THROAT WITH GLASS.

When the accused men were placed in the iron cage to hear the verdict, Di Marinas suddenly drew forth a piece of glass and cut his throat. He fell to the floor of the cage in a pool of blood and general pandemonium broke loose. The other prisoners screamed like wild animals and the carabinieri had difficulty in forcing their way into the cage to maintain order and carry out the wounded Di Marinas.

The pronouncement of sentence was received with uproarious protests from the condemned men. Some of them shook their fists at the judge and others tore at their hair.

their fists at the judge and others tore at the bars of the cage. They attempted in concert to harangue those assembled in the court.

In addition to the police and carabinieri within the building, a battalion of troops with fixed bayonets were drawn up outside. It was feared that some attempt might be made to rescue the prisoners.

Di Marinas is in a serious condition. There is a gash four inches long and half an inch deep in his throat. The glass severed an artery, which was tied, but Di Marinas tore off the bandages and reopened the wound. Surgeons again dressed his injuries but the wounded man declared that he was determined to die.

ANNIHILATES THE CAMORRIA.

The verdict as a whole proved somewhat of a surprise, and all are agreed that the severity of the sentences is the last blow to the Camorra which has practically been annihilated since the arrest of its leaders.

A number of relations of the accused, comprising wives, sisters and mothers, arrived here this morning bringing a votive offering of wax candles, a present to the Madonna while others brought gifts for St. Rosa, the patron of Viterbo. Many of them took up their positions early today in the church facing the courthouse where they remained kneeling, beating their breasts and imploring mercy for their beloved ones.

The presiding judge resumed his summing up of the evidence with fresh vigor to-day, taking the greatest pains to explain to the jury the exact position of each of the accused in the significant words of each of the 114 questions which the jury must answer.

NEWS TOLD IN BRIEF

Congressman Underwood and Speaker Clark will both go on the stump this fall for Woodrow Wilson.

Cripple Creek in June produced 77,120 tons of gold-bearing ore, having a gross value of \$1,225,832.

The Boston Globe says it is certain Representatives McCall and Weeks will each announce their candidacy for Senator Lodge's seat.

Gesa Narnahzi, a Bucharest beggar, who died recently, left a fortune of 150,000 crowns.

President Taft has named Colonel Frank McIntyre, U. S. A., to be chief of the bureau of insular affairs, with the rank of brigadier-general.

The London Economist's monthly index of commodity prices shows an increase in June of 18 points, following a six-point decline in May.

A shipment of \$50,000 of raw silk has reached Tacoma from Yokohama, the largest single cargo of raw silk ever received on the Pacific.

The estate of Richard T. Crane, ironmaster, estimated at \$17,000,000, has been assessed the largest inheritance tax ever levied in Illinois, \$29,131.

Policeman John McSwigger of Philadelphia has received word that an uncle has died in Ireland and left him \$200,000.

Charles Henry Marshall, former New York city dock commissioner, who died in Paris, left an estate valued at \$500,000.

Lieut. Baron Paterno, who got a life sentence at Rome for murdering his mistress, Princess Trigona, refused to take food and appears determined to die of hunger.

Estimates of gold production of California for first six months of 1912 amount to \$11,000,000. The copper output is estimated to be 17,000,000 pounds for the same period.

Three leading electrical companies are all troubled by a shortage of labor. The General Electric is employing over 42,000, greatest number in its history.

At Cobu, Ontario, Mrs. Nellie Grant Sartori, only daughter of the late President Grant, married Frank H. Jones, former first assistant postmaster-general of the United States.

James N. Hill, son of James J. Hill, has been succeeded as vice-president of the Northern Pacific by Col. William C. Cough, legal adviser of the road for many years.

For the first time in history the Stars and Stripes fluttered over the Confederate Veterans' Home at New Orleans, the flag raising marking the celebration of the Fourth of July.

Miss Anna Hawley, who inherited \$4,000,000 from the estate of her brother, Edwin Hawley, was married at Chatham, N. Y., to Ernest N. Ogden, artist, pianist and inventor, after a courtship of 30 years.

The completion of the Malajale-More railway in Bolivia opens up 100,000 square miles of fertilized valleys to colonists. Previously the only commerce over the route of the road was that carried on the backs of natives and donkeys.

To prevent fraud, at the next meeting in Philadelphia of the Descendants of the Signers of the Declaration of Independence, members will be required to exhibit a chronological map of their ancestral tree, showing the exact string by which they are tied to the original signer of the Declaration.

June witnessed a reduction of only 34,217 bags in the world's visible supply of coffee, a disappointment. It was expected the decrease would exceed 40,000 bags. The world's stock of 11,048,000 bags the same as last year. Of this total 4,900,000 bags are coarization holdings.

The London Times says a number of Russian, French and English banking interests have signed a contract for the acquisition of a large area of oil-bearing land in Ural district of Russia. It is proposed to form an English company with capital of \$10,000,000 and to issue \$1,000,000 to provide working capital.

A recent investigation by the secretary of treasury has shown that there are more than 100 national banks in United States holding government checks which should have been presented for payment long ago on which interest is being sacrificed.

The working agreement between democratic and insurgent republican senators is at an end. The probable result will be that the House sugar and wool and excise bills will be presented to Senate and voted down by a strict party vote.

The net proceeds from the field day games at Rutland on July 4 amounted to \$820.

TAFT PETITION
FLATTENS OUT

Scheme of Progressive Republicans Proves to Be a "Flash in the Pan."

Washington, July 9.—The scheme of the progressive republicans in the House of Representatives to launch a fresh campaign against President Taft by means of a petition asking him to withdraw as a "flash in the pan" today.

When pinned down to it, the members who had participated in the conference which developed the idea hastily joined the "don't mention my name" club. These started the movement abandoned their efforts to show the participation of the regular republicans in it, and it was clearly apparent that there was little support forthcoming from that direction. Only one of the participants in the informal conference, Representative Rollin H. Rees of Minneapolis, Kansas, publicly admitted his share in the proceedings. He admitted that he had a petition aimed at Mr. Taft and he made it public coupled with a short statement.

The heading Mr. Rees's petition, which he planned to circulate, recited the charges of fraudulent nomination against President Taft freely made by the supporters of Colonel Roosevelt. It proceeded on a new tack, however, by asserting that whether the charges were false or true they nevertheless would have an effect in the election, and that in the minds of progressive republicans they would result in the defeat of the republican ticket. The petition of Mr. Rees has not yet been adopted by the insurgents.

HAYTIAN NAVY ON
WAY TO JUNK HEAP

Admiral Disgusted—Applies General Sherman's Definition of War to His Own Case.

Philadelphia, July 8.—"This is certainly hell," quoth Admiral Watts of the Haytian navy as he paced the poop deck of the gunboat Ferrier, which lay at her moorings in the Delaware yesterday, and contemplated the end of his realm at the head of the smallest navy in the world. The converted yacht America, formerly the property of the late Archibald Watt of New York and Larchmont, has been ordered to the junk heap.

Two months ago the vessel reached this port for some much needed repairs. Private shipbuilders said that it would cost \$500 to make the alterations. The United States government was then appealed to and after some feinting at Washington it was found that the gunboat could be made seaworthy for about \$1500.

The new government at Hayti then had Minister Furness arrange for the work to be performed at League Island and the vessel was left so that as soon as the West Indian republic signed a contract Uncle Sam would make the necessary repairs.

ADMIRAL HIS OWN COOK.

Time went on and the required papers were not forthcoming. All this time the boat has been gathering everything on her keel that has been in the Delaware. Also her idleness did not improve her. Then the crew mutinied and finally the admiral was deserted and had to resort to skid fishing to find enough to eat. He was even compelled to cook his own meals.

After waiting for weeks and weeks for some definite action he has at last been authorized to sell the boat on junk and scrapper. The admiral has been authorized to sell the boat on junk and scrapper. The admiral has been authorized to sell the boat on junk and scrapper.

PLENTY OF GOLD BRAND.

"It certainly looks like death," he said. "Here I am all dressed up and nowhere to go. Gold brand and brass buttons and not a nickel to buy a piece of tobacco. I had less a pound of steak. Here I have been waiting for our government to make good and my pride was such that I have even swathed her decks to keep her in good trim. I am like Robinson Crusoe, marooned off League Island on a million-dollar cruiser and the crocer has cut off my credit."

The old America has had a most remarkable career. Fourteen years ago she was launched on the Harlem river. Her owner even established a complete plant for the purpose of making this pleasure craft one of the most complete of its kind. Many famous parties were given aboard the vessel and then after Mr. Watt's death his executors advertised her for sale.

Steam yachts were then a drug on the market and she was finally unloaded on President Antoine Simon of the republic of Hayti. He had her converted at once to repel the attacks of the rebel forces under the leadership of "Cinquantin" Leconte, who is the present head of that turbulent government.

NEGROES RUINED BOILERS.

A battery of rapid fire guns was mounted on her decks and her elaborate "wine cellar" was transformed to a powder magazine. The vessel was then manned by inexperienced crew of negroes that soon turned out her boilers, and when things became so hot the vessel was sent to the United States to keep her falling into the hands of the insurers. After the revolution was successful the yacht was taken home again and it was determined to put her in good condition. Capt. William F. Watt was summoned from New York to bring the ship to the Delaware, where the necessary repairs were to have been made.

Claims have been piling up. Unless her claims are paid soon there also may be unpleasant relations between Hayti and the United States before the vessel is disposed of. As her admiral says, there are other things besides war that are worse than hell.

HOTTEST SUN OF SEASON.

Seven Die, 40 Prostrated and Two Driven Insane in New York.

New York, July 9.—This city to-day sweltered under the hottest sun of the season thus far. Seven people died, 40 were prostrated and two were driven temporarily insane from the effects of the excessive heat. At two o'clock this afternoon the thermometer registered an official maximum for the day of 93 degrees.

Philadelphia, July 9.—Six deaths due to the heat were reported here to-day and three other persons committed suicide. The maximum temperature was 91 degrees at 4:30 p. m.

Boston, July 9.—Two deaths and upwards of 30 prostrations were recorded in Boston hospitals to-day. The official thermometer registered 90, but in the streets the 100 mark was passed.

CUTS NEW TEETH AT 8.

South Plainfield, N. J., July 9.—Jonathan H. Cole celebrated his 80th birthday yesterday with unusual glee because, he informed his friends, he is cutting new teeth. Twenty years ago he procured a set of false teeth and had no trouble until three weeks ago, when he suffered severe pains. A dentist removed the false teeth and began treatment, but three days ago discovered that the pain was due to the cutting of full sets of lower and upper teeth.

SURE PROOF.

A mission worker in New Orleans was visiting a reformatory near that city not long ago, when he observed among the inmates an old acquaintance, a negro lad long thought to be a model of integrity.

"Jim!" exclaimed the mission worker, "is it possible I find you here?"

"Yessum," blithely responded the backslider. "I've changed with steelin' a barrel of sweet potatoes."

The visitor sighed. "You Jim!" he repeated. "I am surprised!"

"Yessum," said Jim. "So was I, or I wouldn't be here!"—Lippincott's.

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Total Assets \$14,297,745.80
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Henry Greene, Vice-President. F. W. Ward, Treasurer.
F. W. Perry, 2nd Vice-President. E. S. Isham, Assistant Treasurer.

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We beg to call the attention of our depositors to the fact that we especially request them to review the interest computations made semi-annually on savings accounts and we would suggest that they do this in the case of any savings account that they may have.

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SAW ENGINEER STAGGER ALONG

Four Hours before Corniog Wreck Schroeder Was Apparently Intoxicated.

Corniog, N. Y., July 9.—That William Schroeder, engineer of the express train which ran into the rear end of Lackawanna passenger train No. 9 here last Thursday, causing the deaths of 40 persons in the resulting wreck, was apparently intoxicated at 12:30 o'clock on the morning of July 4, within four hours of the time he boarded his engine, was the testimony given at the coroner's inquest here this afternoon by Charles Klapproth of Elmira.

Warren J. Cheney, who is questioning the witnesses for District Attorney Smith, learned of Klapproth's knowledge at two o'clock this afternoon and he sent a deputy sheriff for the latter, who produced Klapproth in court. The man was an unwilling witness against his lifelong friend. He testified that at 12:30 o'clock

on the morning of July 4, as he was leaving his place of business in Elmira, he saw Schroeder walking towards him staggering. He remarked to friends who were with him that Schroeder seemed intoxicated.

Schroeder put in an appearance to go on his run that morning after the leaving time of his train and after men had been sent twice from the railroad headquarters to rouse him. The train was held for him, and he started out without testing his engine. When Schroeder arrived at the roundhouse he insisted that he had not been called, although two men had been sent to call him.

The seven members of the train crew involved in the wreck incident all testified that there was fog on the morning of the accident and that block signals could not be seen more than 20 or 30 feet away.

Toward Staples, conductor on train 9, to testify that he saw Flagman Lane start back to protect the train but he could not see him after he gone 300 or 400 feet.

TIGERS.

(From the Washington Post.)

Murphy says he will support the ticket. We tigers must stand together!